

Appendix B – Summary of potential effects of proposals on Three Rivers District.

Specific schemes affecting Three Rivers District	TRDC Officer comment	TRDC proposed response
Package 4 – St Albans - Watford Corridor		
Major downgrade of the A405 with reallocation of 1 lane in each direction to buses only.	Reduce vehicle capacity to improve bus access	Supports Better Buses Programme – support
A405 Cycleway - Provision of off-road cycleway broadly alongside the A405 running from St Albans... to... Leavesden (including the business park).	This exact scheme was built under the previous transport strategy for SW Herts, exists and is heavily used especially for High Elms Lane schools.	Apparent duplicate of formerly-delivered scheme.
Package 5 – Western Gateway (Watford & Croxley Business Parks)		
Holywell to South Oxhey Cross-Colne Sustainable Link (cycle and bus only) <i>Upgrade of Ebury Way from Tolpits Lane to adjacent to Electricity Transmission Station and new section running to Hampermill Lane alongside Bushey Cricket Club. New/re-routed bus services from Bushey and South Oxhey areas.</i>	This route already exists for cyclists, is accessible and forms a key link in the promoted TRDC Cycling network and is regularly used by cyclists. It is not clear what benefit would be delivered by extending this access to buses. TRDC worked with and lobbied HCC for new bus routes from Tolpits Lane to South Oxhey in 2016/17 but with no success. This part of the Ebury Way is owned by TRDC and others but HCC has not formally approached TRDC as landowner to discuss implications.	Support principle but request removal from GTP pending discussions with land owners including TRDC.
Watford Business Park southern access (SM28): Buses, pedestrians and cycles only A new southern access into the Watford & Croxley business parks area from Tolpits Lane for buses, pedestrians and cyclists only (bus services use existing roads to Moor Park, Northwood etc.). Plus new walking connection between Tolpits Lane industrial area and Watford & Croxley Business Parks via Ebury Way and Dwight Road.	This access is located in Watford Borough but would provide easy access to bus service Three Rivers District. The new walking connection was previously investigated by WBC and HCC at significant cost, but withdrawn due to feasibility study which shows it was not feasible. Request that this element be removed unless alternative solution proposed.	Support in principle.
Package 6 – Watford - Hemel Hempstead Corridor		
Capacity improvements to M25 J20 and Hunton Bridge roundabout (SM1)	No comment	Support

<p>A41 Kings Langley Station Park and Ride (SM19a) Construction of Park and Ride transport hub close to Kings Langley station. New link road connecting to A4251 and onwards to M25 J20. Served by improved bus links between Hemel, Watford and Watford & Croxley business parks, 500/501 bus service & walk-link to Kings Langley station</p>	<p>Following HCC withdrawal of funding for 318, the key regular bus route to KL station, HCC now consulted on removing the other two irregular bus routes leaving the area around KL Station with no bus route, under HCC Bus Strategy. As HCC cannot fund current bus routes that are being lost, strongly suggest this proposal is removed unless financial objectives change.</p>	<p>Object – request removal unless HCC make specific financial commitment to a route.</p>
<p>Enhanced Watford-Hemel Bus Services Specifically linking Hemel Hempstead... Abbots Langley, Leavesden and Watford & Croxley business parks</p>	<p>Key long-standing route 318 (Hemel – Watford via Abbots Langley, Leavesden) withdrawn 2016/17 after HCC funding ended; HCC under new Bus Strategy is unable to justify funding to maintain or reinstate route despite offer from TRDC. This proposal conflicts with recently rejected requests to HCC so should be removed to manage expectations.</p>	<p>Object – request removal unless HCC make specific financial commitment to a route.</p>
<p>Package 8 – Watford South</p>		
<p>By-the-Wood -Oxhey Lane - Merry Hill Greenway Cycle Link (PR110) Enhance existing fragmented cycleway provision between By-the-Wood (Carpenders Park), along a section of A4008 Oxhey Lane and Greenway (which links to Merry Hill Road).</p>	<p>Existing provision was introduced by TRDC with HCC and considered comprehensive – reject unless evidenced.</p>	<p>Object, request removal unless evidence to show issues (affects existing promoted routes).</p>
<p>Improved South Oxhey - Carpenders Park Link (PR40) Enhanced road, cycle and pedestrian links over the railway line linking South Oxhey and Carpenders Park areas (addressing current constrained and limited linkages)</p>	<p>Existing provision installed and promoted by TRDC and HCC; routes in this area are considered high-quality and comprehensive. Unclear what constraints or limitations (no consultation by HCC on this specific scheme)</p>	<p>Object, request removal unless evidence to show issues (affects existing promoted routes).</p>
<p>Delta Gain (South Oxhey - Carpenders Park) pedestrian and cycle links (PR103) Enhancements to the pedestrian and cycle environment on Delta Gain and Gibbs Couch on the approach to Carpenders Park Station including measures to manage on-street parking.</p>	<p>Support in principle although promoted TRDC route considered adequate except for parking. Parking Strategy very likely to conflict with parking proposals at Gibbs Couch, but no consultation by HCC on this before GTP consultation.</p>	
<p>Package 9 – Rickmansworth</p>		
<p>Ebury Way wayfinding and access enhancements, Rickmansworth (PR80)</p>	<p>This exact proposal was proposed by HCC in its previous SWH Transport Plan</p>	<p>Remove – already delivered and promoted.</p>

Improvements to wayfinding signage and junction treatments between Ebury Way and Church Street, Rickmansworth	and implemented already with TRDC (2013-15) to a high standard (evidence available)	
Church Street 20mph Zone, Rickmansworth (PR81) 20mph zone introduced on Church Street, Rickmansworth - between High Street and A404 to help facilitate potentially safer journeys by bike and on foot.	Church St not on TRDC Cycling Strategy due to narrow footways and potential hazards	Support
Homestead Road Rickmansworth Station bus stop linkage (PR82) Improved pedestrian linkage from bus Stop C on Homestead Road and the railway station.	Feasibility not apparent due to road layout but principle supported, although object to removal of underpass which is a useful alternative.	Supports TRDC Cycling Strategy – support with modifications
Enhanced linkage between Homestead Rd (Rickmansworth Station) and Victoria Close (PR83) Close the existing underpass and instead provide an at-grade crossing on the A412 between Homestead Rd (Rickmansworth Station) and Victoria Close.		
A404 Riverside Drive, Church Street Roundabout minor enhancements (PR86) Church Street Roundabout partial signalisation or spiral markings to improve efficiency of traffic throughput incorporating better cycle crossing facilities linking the River Chess and Church Street.	Forms key link in NCN route 6 (London to Keswick via many other major towns)	
A412-A404 Riverside Drive Uxbridge Road Roundabout Cycle Crossings, Rickmansworth Replacement of existing zebra crossings with pedestrian and cycle crossings on southern and western arms.	This scheme has already been publicly consulted and is in the current work programme.	Supports TRDC Cycling Strategy - support
Other interventions		
SM3 – Closure of Apsley Station (SM3a) or Closure of Kings Langley Station (SM3b)	This proposal has apparently been removed from the GTP. It is clear however that while not a 'preferred' option, it has been investigated in sufficient detail to warrant inclusion in the draft documents, albeit as a 'rejected' option. It is not clear that this option would not be reinstated or progressed.	Clarify strong objection to any reference to this in final GTP.

	<p>In the section <i>Identifying Preferred Packages</i> on p65, HCC states that due to: <i>"The scoring identified in the appraisal framework... the above Schemes have not been identified as being preferred"</i>.</p>	
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